

**Grand Avenue Northwest Corridor Study**  
**Public Meeting #1**  
**September 27, 2000**

Responses from Questionnaires

| <u>Issue</u>   | <u>Average Score</u> |
|--|----------------------|
| Providing improved crossings of Grand and the railroad     | 4.66                 |
| Improving access to the hospitals                          | 4.52                 |
| Coordinating signals along Grand                           | 4.50                 |
| Improving emergency vehicle access to and from Grand       | 4.40                 |
| Reducing congestion at intersections                       | 4.19                 |
| Expediting travel along Grand                              | 4.14                 |
| Providing lane continuity along Grand                      | 3.89                 |
| Providing noise abatement                                  | 3.81                 |
| Improving aesthetics/ landscaping                          | 3.67                 |
| Providing routes to divert traffic from Grand              | 3.52                 |
| Improving access to and from Bell Rd                       | 3.48                 |
| Improving lighting along Grand                             | 3.44                 |
| Providing more/better directional or informational signage | 3.41                 |
| Maintaining existing access to Grand                       | 3.37                 |
| Enhancing elderly mobility                                 | 3.24                 |
| Providing access to new shopping centers                   | 3.16                 |
| Enhancing pedestrian and bicycle travel                    | 2.78                 |
| Providing bus stops on Grand                               | 2.72                 |
| Providing park and ride lots                               | 2.17                 |

### Question #1

Do you have any additional issues, concerns, or related comments related to the Grand Avenue between Loop 101 and Loop 303 (for example, specific safety improvements or elderly mobility issues)?

| <i>Comments</i>  | <i># Received</i> |
|--|-------------------|
| Need Historical Markings (Stagecoach Stations, Etc)<br>Should talk to historic group   | 1                 |
| Aesthetic zoning commercial buildings and advertisements?  | 1                 |
| Sun City Route 60 is just impossibly bad   | 1                 |
| Need El Mirage Interchange and continuance of El Mirage Rd<br>onto Olive at least. Possibly an alignment with 115th Ave on<br>down to I-10   | 1                 |
| Extend frontage roads especially at the shopping centers   | 2                 |
| Noise and air pollution due to excessive traffic   | 2                 |
| No way to cross railroad tracks for emergency vehicles between<br>Rte 101 and 303 at all times. Need one (overpass/underpass)<br>somewhere near Boswell Hospital and Del Webb Hospital | 3                 |
| Safety – big concern   | 3                 |
| People get confused on Grand   | 1                 |
| Adequate ingress/egress to Grand.  | 1                 |
| Make it look good so it can be attract new businesses.   | 2                 |
| Hiking/biking groups should be advised to look at recreation<br>corridors along the dry river beds.  | 1                 |
| I do not believe pedestrians or golf carts should be allowed<br>on Grand   | 1                 |
| Improve left turn between Grand and Olive at 75 <sup>th</sup> Ave  | 1                 |

## Question #2

What type of improvements would you like to see along Grand Avenue between Loop 101 and Loop 303?

| <i>Comments</i>   | <i># Received</i> |
|---|-------------------|
| Do it correctly   | 1                 |
| Continue to Make Grand Ave as much of an expressway as possible.  | 1                 |
| Some cross streets have to remain.  | 1                 |
| Make access to 101 North.   | 1                 |
| Cut traffic flow on Bell Road from the West area as much as possible  | 1                 |
| Reduce speed bumps along Santa Fe Drive behind Boswell Hospital.  | 1                 |
| Control Noise, air pollution and excessive truck traffic  | 2                 |
| Install dotted lines at turns through intersection so people don't get confused.                                      | 2                 |
| Please consider that the rate of elderly users to younger users of Grand Ave is rapidly changing to the younger user. | 1                 |
| Improved traffic flow on Grand Ave  | 1                 |
| Grade Separate Grand Avenue and Bell Road   | 1                 |
| Overpasses at Reems/Meeker and 91 <sup>st</sup> Ave   | 1                 |
| Have an on and off ramp at 111th Ave  | 1                 |
| Do something about the drainage channel -- culverts, landscaping, etc.  | 1                 |
| Need much more improved landscaping   | 2                 |

## Comments from Question and Answer Session and during Open House

- Q. Can BNSF RR accommodate passenger traffic as a way to move people?
- A. BNSF RR has limited track capacity and freight deliveries are expected to increase, therefore, it is unlikely that passenger rail will occur on existing tracks.
- C. Youngtown is concerned about access to existing businesses and the fire station. Access should be maintained to 111<sup>th</sup> Ave, 111<sup>th</sup> Drive, and 113<sup>th</sup> Avenue.
- C. Access to the hospitals is a concern.
- Q. Rail service is inadequate. There is no passenger light rail. Is there right-of-way available for future lines? Can light rail serve this area?
- A. Right-of-way south of Loop 101 is limited to <100 feet in some places leaving no room for light rail without taking existing travel lanes. Light rail is planned to Bethany Home Road and 19<sup>th</sup> Avenue with a possible extension to Glendale. Additional routes could be considered in the future.
- C. Along Bell and Grand, limit direct access to new commercial parcels. Use frontage roads instead. New signals are also needed.
- C. Access to Sun City West across Grand and RR at Meeker is a concern. Need a grade separation over RR tracks.
- C. Consider pre-emption at signals for emergency vehicles.
- C. Consider improving Olive Avenue and then divert traffic off of Grand Avenue onto Olive Avenue at 75<sup>th</sup> Avenue. The left turn at the intersection needs to be improved.
- C. Need landscaping to enhance area and encourage revitalization of the economic base. Use Flagstaff railroad corridor as an example.
- C. Signal timing is not long enough to allow pedestrians to cross the street.
- Q. What is the accident rate on Grand compared to other corridors?
- A. Accident rates for Grand will be explored.
- C. Loop 303 extension will have limited use.
- C. Allow no truck traffic on 303
- C. Keep 303 as a two lane roadway
- C. Construction on 303 will begin soon.
- Q. What is truck traffic projections on Loop 303?
- A. Truck projections on Loop 303 will be explored.

Q. If 303 is designated a parkway can truck traffic be restricted?

A. Truck traffic is usually not restricted on state highways. Local ordinances can limit truck usage. There are weight limits on state highways.

C. Sun Valley Parkway was built by private developers.

C. Any action to make improvements has other effects. Too much planning occurs in isolation. Need more meetings. Need to be more comprehensive. Need to acknowledge diversity of modes. What are the barriers? Provide more choices of modes. May not need 6 travel lanes on Grand.

Q. How many small groups, cities and home owners' associations are involved. Need more outreach to groups.

A. The project team will make presentations to interested groups. The agency/ community forum included representatives from the cities and home owner associations.

C. Greenway is a good place to cross Grand Avenue on a bicycle.

C. Possible old Butterfield Stage Coach Station north of the Aqua Fria Bridge.

C. El Mirage dead ends at Grand. It should pass over Grand and proceed to Olive Avenue.

C. Grand Avenue should become an expressway.